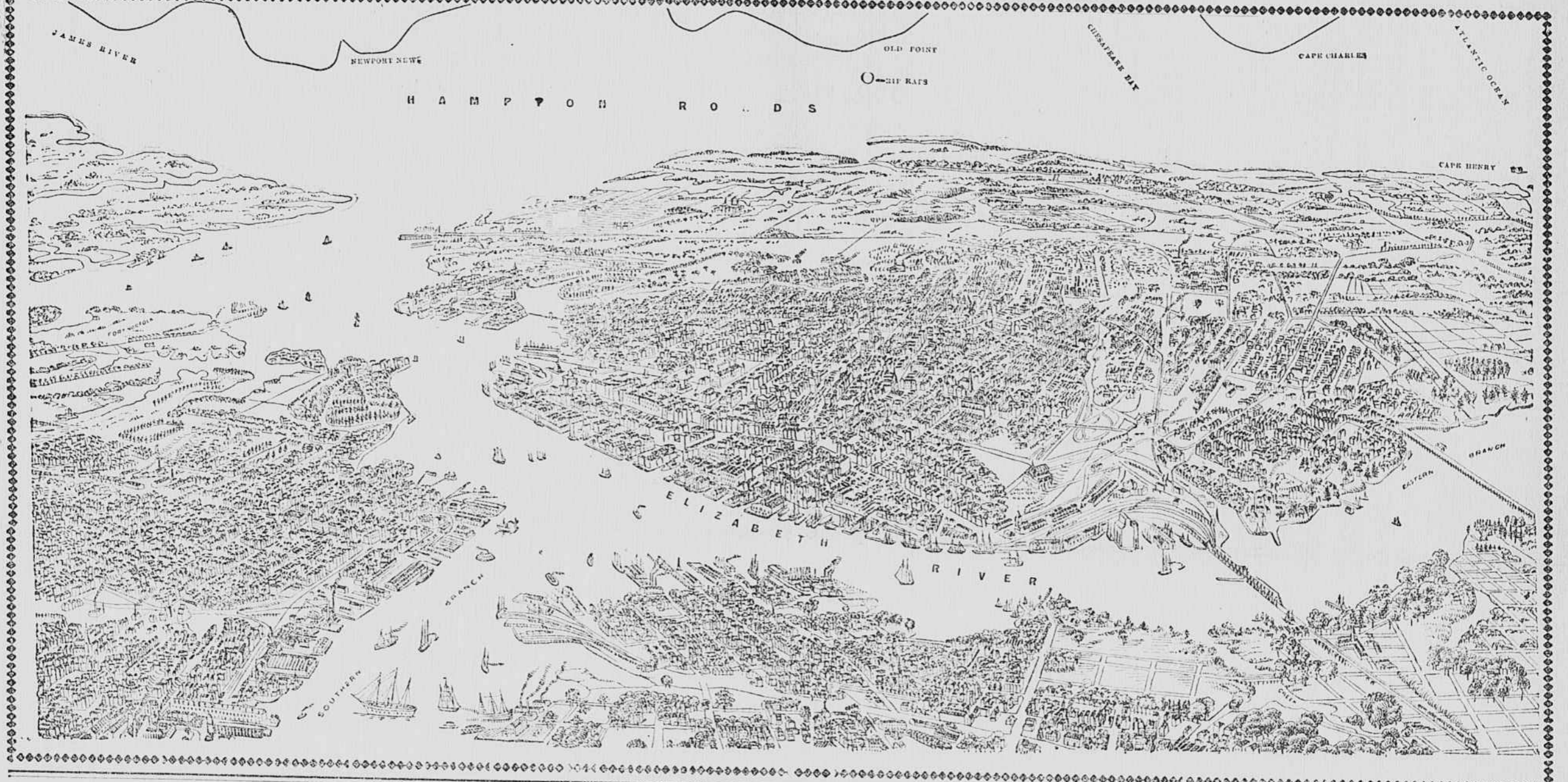




A PANORAMIC VIEW

Of NORFOLK, Portsmouth, Berkley, Port Norfolk and West and South Norfolk--The Elizabeth River and Its Branches, etc.



THE VIEW presented above affords an excellent conception of the Harbor of Norfolk and Portsmouth and the surrounding. The City of Norfolk occupies the central ground, with the City of Portsmouth and the towns of Port and West Norfolk to the left and Berkley and South Norfolk below. The beautiful Elizabeth River and its branches is well represented, while the entrances of the James River and of Chesapeake Bay as well as Hampton Roads, the Capes and the Atlantic Ocean are located. The grouping, at a glance, tells the story of the future possibilities of the coming great city.

In its great special issue of August 5th, 1879, THE VIRGINIAN presented a full page map of Norfolk, showing the plan of proposed extension and of the surrounding country, bounded by Tanner's and Broad Creeks. The map was made from actual surveys executed by the late Hon. John F. Dezenzo, and in explaining it, THE VIRGINIAN predicted the annexation of Brambleton, alluded to, Brambleton, with 340 acres, was annexed, and in 1890, the year afterwards, the Atlantic City territory, with an additional 1,250 acres, was added. So that the present acreage of Norfolk is within a fraction of four square miles.

THE VIRGINIAN now predicts that within the near future the entire territory between Tanner's and Broad Creek will be annexed, and further, that the time is not far distant when the "GREATER NORFOLK" will be an unquestioned fact, embracing within its confines Portsmouth, Berkley, South Norfolk and Port and West Norfolk and the adjacent territory.

THE CITY OF NORFOLK.

A SKETCH OF ITS HISTORY AND AN EXHIBIT OF ITS RECENT SURPRISING GROWTH AND DEVELOPMENT.

A MOST REMARKABLE SHOWING

Its Increase in Population, in Business and Commerce.

THE PREDICTION OF A GREATER NORFOLK

A City That in Not Many Years to Come Will Surpass in Population and Business any City in the South.

Norfolk is situated on the north bank of the Elizabeth River, at the confluence of the eastern and western branches of that river, eight miles north from Hampton Roads and twenty-three miles by water from Cape Charles and Henry on the Atlantic ocean. Passing its wharves, the Elizabeth River flows in a broad and deep channel with a depth of 27 feet, eight miles to its confluence with the James River, where the two form Hampton Roads, the grandest roadstead on the American coast.

Hampton Roads, for its central position, its proximity to the ocean, its great expanse of deep water, and its landlocked situation, protecting vessels refueling from the storms on the outer ocean, is the safest and nearest accessible roadstead on the Atlantic seaboard. Its calm waters are the goal of the storm-tossed mariner, and to its sheltering haven ships of all sizes and every nation resort to escape the fury of the ocean tempest. Through these roads the Elizabeth and the James pour their commingled waters into the Chesapeake Bay, and thence through the gateway of the Capes of Virginia into the broad Atlantic at a distance of only twenty-three miles from Norfolk.

The Chesapeake Bay, the "faire bay" of Capt. Smith, is thus described by the greatest of American physical geographers, Commander Maury, better known to the world as Lieutenant Maury, of hydrographic fame. "The Chesapeake Bay," he remarks, "is a King's chamber to the bosom of Virginia, which no belligerent may enter with other than goods intent. It affords the finest harbor on the coast, and, moreover, they are those furthest to the north on the Atlantic side of the continent that are never obstructed by ice. It is Virginia water, for it passes through her borders to the sea, and enters it between her capes. Just between these capes, and under their shelter, lie Hampton Roads and Lynnhaven Bay--the 'Spitheads' and the 'Downs' of America.

"The harbors that lie north of the Chesapeake are liable to obstruction by every icy winter, and their approaches are often endangered by the fogs which prevail in their oilings. This noble sheet of water, with its spacious harbors, is large enough to accommodate shipping to afford transportation for all the products and merchandise of the West, were they a thousand fold more abundant than they are; and it is the most convenient point on the entire coast for distributing them North and South along the seaboard, or for sending them to market beyond the seas. As for back country, considered with regard to extent, fertility and material resources, there is no sheet of water in the world that has such sources of commercial wealth tributary to it as these improvements will bring into connection with the Chesapeake Bay."

The commercial history of Norfolk, begun with its establishment as a town by an act of the Assembly passed in the year 1680. The act was entitled "An Act for Cohabitation and Encouragement of Trade and Manufactures." It authorized the establishment of various towns and on the water courses of the State, and among others, "the town of Norfolk, in Lower Norfolk, on Nicholas Wise, his land on the eastern branch of the Elizabeth River, at the entrance of the branch." On the 15th of September, 1736, Norfolk was raised to the dignity of a "borough" by letters patent from King George, and the preamble of the charter recites that "the place was healthful and commodious for trade and navigation."

In the early days of its boroughship Norfolk grew and flourished, and at the breaking out of the Revolution was probably the most prosperous port of the colonies. The revolution, however, brought ruin to Norfolk. On the 1st of January, 1776, six months before the Declaration of Independence, Lord Dunmore's fleet, consisting of the frigate Liverpool, two sloops-of-war, and the ship Dunmore, opened a heavy cannonade upon the town, and every house in it was burned with the exception of an outhouse used as a dairy, and situated near Market square. In a short time, however, the energy of its people had rebuilt the borough, and it again commenced on its onward path. In 1790 one thousand houses had been built since the great fire, and the trade of the place was assuming most important proportions. In 1805-6-7, the annual exports of the town varied from five to seven million dollars, and the imports were correspondingly large. At this time it was the centre of the West Indian trade with this country, did a large business with tobacco and naval stores, and promised to be the commercial emporium of the whole country. But dark days were in store. Jefferson's embargo proclamation in 1807, closed the harbor of Norfolk in common with all American ports to foreign ships, and reduced its commerce to a mere coasting trade. In 1809 the embargo was raised and the commerce of Norfolk again revived and prospered until it was again suspended by the war of 1812. The navigation act of 1820, which prohibited commerce between British colonies and American ports, struck a heavy blow at Norfolk.

On the 11th of February, 1845, Norfolk ceased to be a "borough" and by virtue of the amended charter of that date became a "city." During the year following the increase in real estate was \$121,048, and the tonnage entered and cleared at the custom house showed a gain of 100 per cent. In 1847, to the ever memorable year of 1855, Norfolk advanced slowly but steadily, and a revised prosperity was evident; when then came that year brought upon the city the most terrible visit.

tion that ever effected an American city. The dread disease (yellow fever) was imported; it was not indigenous. Since then, by means of proper precautions, Norfolk has been free from pestilence, and its health record will compare favorably with any city in the country.

From 1855 to 1861, the beginning of the civil war, its people engaged bravely in the work of recuperating the shattered fortunes, and in 1860, had again taken up the thread of the lost trade, and with splendid and commendable energy were pushing their connections to the South and West. But the war stopped all this and brought another complete suspension of business and stopped all commercial operations. After the war, their capital impaired, their trade a nonentity, they went to work with a determination to make Norfolk more prominent than she had ever been before to the commerce of the country. Day and day they toiled, year and year they worked, and each day and each year the trade exhibit showed an increase over the previous one.

Railroad, steamship and canal connections were opened and pushed. At the close of the war, in 1865, Norfolk depended upon two short lines of railway, viz.: The Norfolk and Petersburg, 80 miles long, and the Seaboard and Roanoke railroad, 100 miles in length. To-day Norfolk has a railroad connection of nearly 17,000 miles, as will be seen from the map of the trade area of Norfolk on another page. The lines, with the connections include the Atlantic Coast Line system 1,121 miles, Chesapeake and Ohio system 921 miles, Louisville and Nashville system 4,158 miles, Norfolk and Western system 1,567 miles, the Southern Railroad system 7,774 miles, Seaboard Air-Line system 934 miles, Atlantic and Danville 285 miles, New York, Philadelphia and Norfolk 151 miles, Ocean View 6 miles, Virginia Beach 18, and Norfolk and Southern 137 miles. This is a wonderful showing.

Truly can it be said that there is no city in the country that has so many natural feeders as Norfolk. Situated at the mouth of the Chesapeake Bay, the commerce of all that great inland sea and its tributaries, the York, the Pamunkey, the Rappahannock, the Potomac and the James, with a navigation of 1,000 miles, belong geographically to it, while in the South we are on-

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